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- 1. EXTREMELY CONCERNED WITH CONTINUED LARGE ALTITUDE LOSSES EXPERIENCED IN TURNS OVER/VICINITY DENIED TERRITORY.
- 2. REFERENCE TO FLIGHT HANDBOOK, FLIGHT PLANS AND SC&DM FOR BK6843 INDICATES THE FOLLOWING OCCURRED:

## A. FIRST PASS:

- (1) DRV ENTERED AT ALTITUDE OF 84.4M VS. PLANNED ALT 85.4M (MACH 3.19) AND OPTIMUM ALTITUDE 97.3M (MACH 3.2, FIG A5-2).
- (2) LIGHT GROSS WEIGHT TURN ABEAM HANGI ENTERED AT 84. IM VS. PLANNED ALT 85. VM AND OPTIMUM LLT 88. 3M.

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(3) APPROXIMATELY ONE AND ONE-HALF MINUTES AFTER TURN ENTERED ALTITUDE LOSS BEGAN FROM ALT 84. 9M WHICH, ACCORDING TO FIG A5-2, COULD BE MAINTAINED IN MAX AB. DESCENT CONTINUED IN TURN TO EXIT DENIED/ROLL-OUT AT 76.0M. SPEED IN TURN DECREASED 139 KNOTS FROM THAT MAINTAINED AT ROLL-IN.

## B. SECOND PASS:

1.0 7.5 30.27

- (1) MEDIUM GROSS WEIGHT TURN-OUT OF DENIED ENTERED AT 82. 2M (OPTIMUM ALTITUDE FOR TURN AT MACH 3. 2). DESCENT BEGAN AT ROLL-IN AND CONTINUED TO ROLL-OUT OF TURN THREE MINUTES LATER AT 74.1M.
- (2) SLOWDOWN TO MACH 3. 1 LONG-RANGE CRUISE PLANNED AT ROLL-OUT OF TURN TO MINIMIZE ALT LOSS ABEAM HAINAN IS. AND TO ALLOW DESIRED FUEL RESERVE AT DEST.

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